



## DISABILITY AND COMMUNICATION ACCESS BOARD

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### INTERPRETIVE OPINION

Pursuant to §103-50, Hawaii Revised Statutes (HRS), all buildings and facilities constructed by, or on behalf of the State or any county, shall conform to the Americans with Disabilities Act Accessibility Guidelines (ADAAG) and amendments. In accordance to HRS §103-50 and Chapter 11-217, Hawaii Administrative Rules, the Disability and Communication Access Board has authority to issue interpretive opinions to HRS §103-50 design standards.

**Docket:** **DCAB 2001-13:** Interpretive Opinion on ADAAG 4.7.7 Detectable Warnings at Curb Ramps. Is a parallel curb ramp a curb ramp for the purposes of placement of detectable warnings for 4.7.7? Are detectable warnings required on ramps not functioning as curb ramps?

**Summary:** The requirement for detectable warnings was first developed with *perpendicular-* or *diagonal-*type curb ramps in mind. With the subsequent development of *parallel-*type curb ramps, application of section 4.7.7 is not clear since the *sloped* portion technically does provide a *ramp* at a *curb* and there is no *hazardous vehicular area* at the transition at the bottom of the ramp and landing. The *hazardous vehicular area* occurs where the *landing* meets the road.

According to the Department of Justice (DOJ): the *ramp* or sloped portion running *parallel* to the road is not a *curb* ramp and therefore does not require detectable warnings; the *ramp* portion that cuts the curb is the *curb ramp* that requires a detectable warning that warns of an impending hazardous vehicular way; a standard detail must define which portion is the *ramp* portion, and which is the *curb* ramp portion, which actually crosses the curb.

The Access Board's Public Rights-of-Way Access Advisory Committee's (PROWAAC) Final Report (January 10, 2001) defines: "*curb ramps*" as "short sections of the pedestrian access routes with running grades greater than 1:20 that join the street elevation to the public sidewalk elevation through a cut in the curb face"; "*transition ramps*" as "short sections of the pedestrian access routes with running grades greater than 1:20 that connect the vertical separation of the public sidewalk in relationship to roadways or driveways, and that are built with the intention of bringing the entire public sidewalk from the top of the curb level down closer to the roadway level"; ("*transition ramps*" were formerly called "*parallel curb ramps*").

**Ruling:** For buildings or facilities subject to HRS § 103-50,

#### **ADAAG 4.7.7 Detectable Warnings at Curb Ramps**

*Parallel* ramps that do not cross curbs are not *curb* ramps for the purposes of placement of detectable warnings per ADAAG 4.7.7. Detectable warnings are not required on ramps not functioning as curb ramps. However, if a parallel ramp is part of an accessible route which crosses or adjoins a vehicular way and the walking surfaces are not separated by curbs, railings, or other elements between the pedestrian areas and vehicular areas, then the requirements for detectable warnings apply.

[Rul: 10/01] (Auth and Imp: HRS §103-50)

If you have any questions or comments regarding this ruling, please call us at 586-8121.

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